



NW Saltzman Road (NW Cornell to NW Thompson Road)

Open House #2 Summary April 1, 2008

Washington County held the second project open house for the Saltzman Road project on Tuesday, April 1, 2008, from 5:00 to 7:30 p.m. at St Pius X Church community center in Cedar Mill. To inform the public of the event, Washington County sent out approximately 7,000 flyers to the surrounding neighborhoods which included areas of CPO 1 and CPO 7. Announcements were made to CPO 1 and CPO 7 monthly newsletters as well as in the Cedar Mill Business Association newsletter. A Press Release was sent by Washington County to its standard list of local and regional newspapers and radio stations.

The purpose of this open house was to inform the public on project process to date, and to solicit feedback on the proposed project design. An open house format was used at the meeting, allowing members of the public to discuss the corridor and project issues with members of the Project Management Team (PMT). Approximately 136 people attended the open house. Attendees were encouraged to review the materials available and speak one on one with members of the PMT, and to record their comments on a comment form, flip charts or on sticky notes on the design drawings.

The following exhibits were on display at the meeting:

- Focus Group members
- MSTIP projects
- CPO area boundaries
- Board of County Commissioner districts
- Project Process
- Project Requirements
- Existing and future traffic
- Traffic Warrants
- Simulation of future traffic
- Proposed Design Phase 1 and 2
- Profile for proposed design
- Typical Section
- Right of Way process
- Aerial showing project area
- Project Schedule

There were no handouts distributed at the open house other than comment forms.

Comment Summary

22 comment sheets were received at the open house. In addition, attendees were encouraged to write their comments about the proposed design on flip charts or on sticky notes and post them on the design drawings.

Following is a summary of the comments and issues received and preliminary responses:

| Overall Project | Response |
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| Overall, a good plan. I'd appreciate efforts to keep the contractors on schedule; I've noticed in this area that road projects take longer than other parts of the country. | We too want to keep the contractor on schedule |
| Do it right now or pay more to have it added later. The pedestrian bicycle treatments are inadequately considered at the Cornell Road -Filbert Street end. | Looking at alternatives for a continuous bike lane to Cornell |
| 1. Filbert right turn on Saltzman 2. Lovejoy right turn on Saltzman 3. No signal light at Dale & Cornell - warrants now support light?? 4. Traffic pattern for Grandview area is difficult & poor (above Cornell and east of Murray. 5. Washington county traffic planners need to consider "whole" picture not one decision at a time and compound the problem - "connectivity" | Understand issue. Will discuss with Planning and Traffic. |
| Terra Linda Neighborhood Assoc. Rep for Traffic & Safety Committee - Primary concern during construction: at no time should all north or southbound traffic be closed and detoured through Terra Linda Streets, i.e. Filbert & Westlawn. Preserve "No Left Turns" exiting T.L. onto Cornell. Thank you! | Have yet to identify construction staging or road closure needs. |
| I live on the private drive just north of Marshall. My concerns are that our visibility will still be poor as we exit our drive. We need a wider entrance to our drive as well as the telephone poll on the corner re-positioned. It's extremely difficult to exit our street especially if it involves crossing traffic. I have waited up to 10 mi. to get out of our drive on many occasions at rush hour. The traffic light is a welcome addition at Bauer Crest but the visibility will still be poor if our drive is not widened. | Sight distance should be improved with addition of new sidewalk and bike lane. |
| Saltzman & Coleman going up Saltzman-just before Coleman-Need to put a school bus area "Safe" for children to wait for bus. Coming out of Coleman is dangerous. | Possibility - will discuss with Beaverton School District. |
| Grade reduction needs to be implemented between Thompson & Creekview to aid in visibility when entering Saltzman from Creekview. Currently only the crest can be seen looking north with increased traffic it will only add to the problem of turning onto Saltzman. The homeowners association of Bauer Creek needs to be involved in the planning of the northern end of the project. I am the current secretary. | These will require design exceptions or larger changes to intersection and side streets. Public meetings will be held prior to the design of the second phase to identify issues and concerns. |
| The northbound Saltzman right turn lane only at Cornell Road should remain as a right turn lane only. The proposal to allow it to be a right turn/straight ahead lane with a merge of traffic in the vicinity of the library/Walgreens will create a hazardous condition and a backup of traffic - notably during the evening rush hour. This situation will be aggravated by the traffic entering/leaving library/Walgreens. | Analysis has shown that this would improve traffic flow through the Cornell/Saltzman intersection in both direction |
| There are a few areas that really need improvement for bicyclists & pedestrians - the sidewalk isn't continuous on both sides of the road which means pedestrians have to cross Saltzman in order to be on a sidewalk. Also from Beaverton to Bauer Woods! The path on the west side of Saltzman really needs improvement - I love that there's lots of trees & it is shady in the summer, but its full of deep ruts & bumps AND anytime it rains, most of the pathway floods, which means you have to walk on the grass which doesn't take long to get muddy & slippery. At Burton it's fairly difficult most times to cross safely. | Sidewalks will be continuous on both sides of Saltzman. Trying to utilize existing sidewalk where it is in good condition and is at the proper grade. A pedestrian crossing including median refuge will be added near Burton to facilitate pedestrian crossings. |
| Bike lane all the way to Cornell. | Looking at alternatives for a continuous bike lane to Cornell |
| I was pleased to hear from Jim Evans that the 7 foot block and brick wall on my Saltzman property line is going to remain. Project seems well thought out. | Thanks. |
| 1. I have been disappointed with the lack of opportunity to have input prior to this point. 2. Overall it appears the plan is thoughtful. 3. Major safety concern entrance to the private drive north of Marshall the entrance is not wide enough and should meet minimal standard (20ft) for entrance - visibility must | There have been 2 open houses and 5 focus group meetings ; all meetings are/have been open to the public. In addition presentations have been made to the CPO's and the Cedar Mill |

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| <p>be 300 ft both directions. 4. The portion of road at private entrance is heavy a.m. & p.m. Speed should be controlled. 5. Synchronize stop light to allow breaks in flow.</p> | <p>Business Association. Sight distance will be improved with addition of new sidewalk and bike lane. Utility pole would be relocated as part of project (exact location unknown). Posted speed limit will not change. Traffic signals will be interconnected.</p> |
| <p>This design is obsolete: We cannot continue to build transportation systems, highways, streets and roads in our usual manner. We <u>must</u> add the environmental component back into the design/construction of our infrastructure. I see no "green streets" components in this design although they are now readily available-even pre-fab units are on the market. I urge you to at least add some mitigation to the area of the road that is directly adjacent to open water. We cannot afford to lose anymore aquatic habitat. Also, there is not a topographical map present. In these times of global warming and climate change, we need to <i>(unreadable)</i> all our plans into the elevations. Why has the County opted to accommodate vehicular traffic instead of offering more options from mass transit? Overall I judge this "business as usual" model to be short sighted given our current & pending global changes. I hope you will give more thought & consideration to broader picture of environmental impact & livability.</p> | <p>The design meets County's Transportation Plan (3 lanes). Green Street components will be incorporated into the project, and environmental impacts are being addressed. There is not adverse impact to aquatic habitat anticipated. TriMet is the transit service provider for the area and they have no plans to expand into the area. Other modes of transportation are being accommodated by installation of sidewalks and bike lanes.</p> |

Saltzman/Dogwood (Library) intersection

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| <p>1. Would like to see protected pedestrian crossings on Saltzman. In particular by the a) library b) Burton, c) Bauer Woods Driveway (north & south entrances). Need to preserve & enhance access between neighborhoods. 2. Traffic signal at Burton & Saltzman. Very difficult to make left turn from Burton to Saltzman during PM rush hour.</p> | <p>All intersections were evaluated for signals. Only 128th Terrace met criteria for a traffic signal. Pedestrian crossings, including raised median islands are being proposed for Filbert, Coleman, and Burton.</p> <p>County policy is not to stripe unsignalized intersections. A new pedestrian crossing is proposed for Filbert, one block to the north</p> <p>Bridge or tunnel would be expensive, require the purchase of additional right-of-way and would be difficult to comply with ADA.</p> |
| <p>The cost of a stop light at Dogwood, Saltzman and library entrance will only go up as years pass. Traffic is getting denser as years pass, library usage is steadily escalating and getting into Saltzman is becoming a challenge. Don't be "penny wise and pound foolish". Put in a stop light.</p> | |
| <p>I understand the difficulty of having a light at Dogwood & Saltzman due to the proximity of the light @ Cornell, but I do think we have some legitimate safety concerns at this area. To turn south onto Saltzman from the library will force us to cross 5 lanes of traffic! Also, in terms of safety, a local preschool walks to and from the library using a crossing guard. Could we be creative and consider having a traffic signal that becomes a flashing yellow light during rush hour, helping to reduce the problems of two light in close proximity? Please reconsider a lack of traffic light at this location. Thx.</p> | |
| <p>Traffic signal needed for pedestrians to cross Saltzman at Cedar Mill Library - as well as for cars exiting library/store left or right onto Saltzman - long waits and dangerous oncoming traffic already makes it dangerous - the increased traffic with 2 lanes north and one of these being an "express lane" past the library complex poses serious danger to cars and pedestrians alike</p> | |
| <p>Could we please add a "zebra" crossing or crosswalk of some kind (w/flashing lights hopefully) at Dogwood across to the library? I think it would really connect Terra Linda neighborhood to the library. Then I could cross anytime of the day and not just RUN at ten a.m. Thanks!</p> | |
| <p>Bridge or tunnel!!! Kids attending the same school need to walk/bike to friends on opposite side of Saltzman. Promote community! Fight obesity! Let us get to library or TL Park on foot!</p> | |
| <p>Would a walking bridge at Saltzman/Dogwood be cheaper than a light? There seems to be much more traffic at Dogwood or Filbert than at 128th & pedestrian safety is a concern. What about a pedestrian walkway at Filbert to the library?</p> | |

Other Intersections

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| <p>Please put a traffic light on Burton/Saltzman. Someone is going to get hit. People are speeding south & north on Saltzman.</p> | <p>All intersections were evaluated for signals. Only 128th Terrace met criteria for a traffic signal.</p> |
| <p>It appears that one neighborhood is benefiting by the light @ NW 128th Terrace (Bauer Oakes) as</p> | |

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| most cars coming out of Bauer Crest turn right w/no hazard. At my address on Bauer Woods Dr. there have been numerous accidents here & a traffic light seems more appropriate as it would benefit Bauer Woods on the west of Saltzman & numerous Bauer neighborhoods & The Bluffs coming down at this intersection. Also 5 ingresses & egresses w/in one block @ St. Pius, Marshall, Lovejoy, Jehovah Witness Hall!!! | |
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| From Comment Board | |
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| X-walk @ library | All intersections were evaluated for signals. Only 128 th Terrace met criteria for a traffic signal. New pedestrian crossings are proposed for Filbert, Coleman, and Burton. |
| 3-way stop signs @ library, Dogwood St. & right turn lane (to library north bound | |
| Need to widen library entrance & traffic signal lights & cross walk | |
| Library entrance - x-walk | |
| Would like to see a traffic light at Saltzman & Burton | |
| Pedestrian protection at Dogwood | |
| New northbound lane should be right turn only at Library/Walgreens | Would not improve traffic flow |
| Grade reduction from NW Thompson to NW Creekview | These will require design exceptions or larger changes to intersection and side streets |
| Who will maintain the lot that will be on the corner of Lovejoy & Saltzman when the home is removed? (Whatever isn't claimed by right of way) | Temporarily used as a County construction office. At end of project, property to be sold. |
| High need for a safe pedestrian x-ing over Saltzman, bridge or tunnel - kids at same school (middle, high & elementary live on opposite sides of Saltzman) Walk to the library unsafe from other side-fight obesity! Let us walk or ride! | Bridge and or tunnel would required additional right-of-way and would be difficult to comply with ADA. |
| Bike lane all the way to Cornell!!! "Bicyclists fare best when they act and are <u>treated</u> as vehicles"-J Forester. | Still looking at alternatives to try and have a continuous bike lane to Cornell |
| Can't assure this-thus the need for a bike lane (<i>response to above underlined comment</i>) | |
| Cut grade on Saltzman either side of library driveway to correct dip that cars bottom out. | Road geometry will be improved as part of project. |
| Traffic calming measure for southbound Saltzman traffic approaching ped island @ Filbert (flasher, narrow, lower speed limit, etc...) | School zone solar powered flashers are proposed. |